to state that he has patented an iron omnibus such as we spoke of in last week's BUILDER. It carries seven additional passengers, and is of lighter draught and greater durability than those in use.

BELFAST.

The new Church of St. Paul's, York-street, Belfast, which was consecrated on the 30th ult., is built from the designs of Mr. Lanyon (county surveyor), in the Early English style, and consists of nave and chancel without aisles. The east window is a triplet with shafted jambs both internally and externally, the arch mouldings being enriched with the dog-tooth ornament, which is also cut over the doors, chancel-arch, and on the trusses of the chancel-roof: the pulpit is of stone, entered by an arch from the vestry, and is situated at the junction of the nave and chancel. There are no galleries, and the church will accommodate about 600 worshippers. The centre light of the east window is filled with stained glass, the gift of the architect, and there is a small memorial window in one of the lancets of the nave. There is a tower and bell-cot at the south-east corner of the nave, a south porch, and vestry at north side of chancel. The gable-crosses were twice purposely thrown down during the erection of this church, and the gables are now surmounted (not adorned) by enormous stone finials of questionable taste.

The new building for the Northern Bank, by the same architect, is rapidly approaching completion. It is of Portland stone, excepting a plinth of granite, and is in the Italian style, of one story over a sunk basement. The windows are arched and deeply-recessed, the jambs enriched with engaged Ionic columns and pilasters, the whole being finished with cornice and balustrade.

The Corn Exchange in Victoria-street, designed by Mr. Jackson, is a plain astylar building, the basement being fitted up as a series of shops, above which is a lofty hall with segmental headed windows.

FRANCE.—NOVEL HUMANITARIAN AND SANITARY ESTABLISHMENTS.

It has been of late observed, in some of the large towns, especially the seaports of France, that a number of travellers arriving from a great distance, either by land or sea, are in a very low condition, often on the brink of dangerous illness. But, on the other hand, it has been also found that such persons will, by timely aid and attention, recover in a few days; whereas, when left to themselves, their subsequent bodily condition will be impaired so much as to require a long and *expensive* treatment. Consequently, the "Hôpital de la Ville de Marseilles" has attempted to guard against those emergencies by apportioning part of their wards to the establishment of Salles des Voyageurs (travellers' wards), containing room for thirty male and ten female inmates. Stringent regulations have, of course, been laid down for guarding against abuse, &c.; and no person can remain longer than three days in the hospital as a mere traveller. As in most sick-houses of the Continent, no letter of introduction is required, as these establishments are maintained either by the State or the corporations. It has been duly remarked as a strange coincidence, that while our first hospitals (*hospitium*) were established for the care and comfort of the Crusaders and other wayfaring men, the same sort of benevolent *institutions* has again sprung up by the exigencies of *these latter days*.

The Proposed Finsbury Park.—Considerable progress has been made within the last fortnight by the authorities of the Woods and Forests, in surveying the site of the new park, and also in collecting information required to be obtained previous to an estimate being made of the necessary outlay for compensation, &c. and for taking the preliminary steps to bring in a bill for making the park next session.

THE STRANGER IN LONDON.

The stranger who comes to reside in London, and who has no connexion or circle of acquaintance, such as requires time to form, is apt, especially if he is of a thoughtful and not over buoyant disposition, to experience a strong reaction of feeling. When the excitement produced by the "great city" has passed away: when its sights have been seen, and its streets, with their shops, have grown familiar; then he begins to understand what it is to be a hermit amongst millions. The sense of self-importance is crushed: he knows no one, and no one knows him: he is a mere atom amongst the thousands that flit around him,—a drop of rain that has fallen into the ocean; and it is a long time before he becomes reconciled to his loneliness. London presents to him, with all its ramifications and details of trade, a large field of employment: its comforts and its enjoyments are divided and subdivided, exhibiting a scale of many degrees, from the great facilities for amusement and the many temptations to beguile the leisure hours or deaden the moral feeling: still, if he has not fallen into vice or run into dissipation, the sense of loneliness will rise above all, and "home sickness," for a time, may depress his energies. But the manly and cheerful mind gets over all this, and the streets of London become full of instruction and entertainment, and then it begins to classify them, and to remark the differences produced on beings of like passions and feelings by circumstances and education,—to see how widely men differ who dwell on the same soil and live in the same neighbourhood. "London cries," at first unintelligible, begin to have some meaning, and even music in them; and the guttural croaking of the old clothesman as he passes in the morning is less harsh and more plaintive than before.

London becomes truly a living panorama: the most humble and dingy-looking streets have some points of interest: the shops, from the coal-shed and potato-store to the stately show-room, with its plate-glass doors and mirrors that multiply its extent, are full of animation: on either side ample accommodation is offered upon the most reasonable terms, such as hats that you can fold up and put into your pocket—cloaks impervious to rain—boots and shoes the neatest, easiest, and cheapest—clothes of the newest cut, and warranted to wear at least for some time—patent sauces—patent medicines—patent harps—patent mangles—portable steam-engines and economical boilers—iron and brass bedsteads—invalid sofas and chairs—bazaars, &c., with "no charge for admission"—Britannia metal that cannot be distinguished from silver—goods selling off at an "immense sacrifice,"—and everything, in short, for money that money can buy.

The most common resource by which a large share of public attention is attempted to be drawn, is that afforded by handbills and placards; but these, though often pungent enough in expression, and set out in all the advantages of large and small type, are sometimes insufficient to effect a particular purpose: consequently, the principle of moving in mass with placards is frequently adopted, and, upon consideration, fifteen or twenty placard bearers, scattered over London, might each, singly, accomplish nothing, but the same number in company, marching single file, can scarcely fail to arrest attention, and passing a number in a row, each telling the same thing, is like receiving a succession of rapid blows on the memory.

From the many opportunities afforded, a stranger will find that nowhere but in London can he live at so cheap or dear a rate, nor do various articles of furniture or dress undergo such mutations. The pier glass which in Brook-street or Grosvenor-square has often revealed, in silence, the charms of a beauty to herself, may come at last to decorate the parlour of a marine-store. The suit which has been paraded in Bond-street, now hangs in Holywell-street or Rag-fair. The hat which has covered the head of a duke may at last adorn a porter's brows on Sunday. An economical man may furnish his house, from the kitchen to the drawing-room, without paying a visit to an upholsterer. Taking London as a whole, the words of our great dramatic poet, with a slight substitution, may be justly applied to it,—

> "How rich, how poor, how abject, how august,
> How complicate, how wonderful, is London."

G. J. Rhodes.

RAILWAY AND OTHER WORKS IN IRELAND.

The portion of the Killarney Junction Railway, extending for ten miles out of Killarney, is to be completed by Mr. Edwards, and the 30 miles between that and the Mallow station, on the Great Southern and Western Railway, will be contracted for by Mr. Dargan.

The works on the Cork and Youghall line are expected to commence early next spring.

The contractors for the Waterford end of the line, on the Waterford and Kilkenny Railway, Messrs. Ellis and Husler, of Leeds, having given over the portion between Knockwilliam and Mullinavat, to sub-contractors, we find that Mr. Butcher and Messrs. Barnes and Fletcher are in full operation upon their respective contracts, and the works are progressing satisfactorily. Mr. Joseph Burke is also engaged in finishing his contract between Jerpoint-hill and Knockwilliam. Considerable employment is being afforded to the poor in this district.

The Board of Public Works are constructing a large deep canal from the harbour of Galway into Lough Corib, which is the second largest lake in Ireland. The lake will be navigable for small steamers as far as the town of Coy, which contains an abbey in which the last of the Irish kings died.

The Midland Great Western Railway Company are fitting up extensive gas works at the Mullingar terminus. The directors are about making arrangements with the inhabitants for the lighting of the town upon reasonable terms.

The Waterford and Limerick Railway will be opened for traffic as far as Cahir in about five weeks, and the whole way to Clonmel before the end of December.

DECISION AS TO THE DISTINCTION BETWEEN A "SHORE" AND A COMMON SEWER.

Palmer v. Hughes.

This was an action in the Shoreditch County Court to recover the sum of 14*l.* 14*s.* expenses incurred in the construction of a common sewer to two houses situate in St. James's-street, De Beauvoir-road.

Mr. Ashley, who appeared for the plaintiff, stated that the defendant, who had built extensively on the De Beauvoir estate, undertook to build and finish two houses for the plaintiff for the sum of 735*l.*, and that it was expressly stipulated at the time of the contract that the defendant should bear the burden of the sewers. On the 14th of October, 1845, the plaintiff paid a deposit of 99*l.*, for which sum the defendant gave a receipt, in which he agreed to pay for the construction of a "shore" to each of the houses in question. The defendant had since received the whole of the money (735*l.*), in addition to which the plaintiff had paid the sum which he now sought to recover of the defendant for the making of the common sewer, for the expenses of which the defendant, in accordance with the terms of his agreement, was liable.

Mr. Lewis (instructed by Mr. Beard, from the office of Mr. Buchanan), contended that the defendant had acted strictly up to his agreement, and had done all that he undertook to do. The houses were substantially built, and were finished to the satisfaction of the plaintiff; and the defendant had constructed a "shore" to each house, which was a totally different thing to a common sewer, and the literal meaning of which was a drain. The agreement expressly stated that each house was to be laid on the "shore;" and it was obvious from the spelling of the word, as well as from the omission of the adjective "common," that the defendant had no other intention than that of forming or making a drain to communicate with the common sewer.

Mr. Ashley urged that it was an error in the spelling, and proposed to examine the plaintiff as to the meaning of the agreement.

His Honour said he could not allow a party to explain by parole evidence what he had put in writing. The contents of a written instrument could not be altered: the instrument must speak

To learn how to use OCR and PDF Compression go to our website